

Allenspach Written Statement of Events on August 19, 2023, Regarding N7463W

On the morning of Aug. 19th, Erich Marschall and I (Adam Allenspach) arrived at his hangar around 0640. We had planned in the days prior to take a day trip from his hangar to Block Island, RI, then to Martha's Vineyard, MA. We did exactly this. When we arrived at the hangar, I observed Erich thoroughly inspect the plane based out of a book he constantly referenced throughout the day. He even had me read the check list as he circled the plane checking every item on the list. We loaded the plane and Erich once again went to his reference book and checked what seemed like everything in the cockpit twice. We started the engine and rode to fill up each tank before takeoff. Once we filled up, we rode up to the runway and once again the reference book came out and a checklist was inspected. This is also when Erich gave me a brief on the emergency procedures.

We took off and had a smooth flight to Block Island. While in flight, Erich was teaching me how to use the GPS system on his iPad, primarily to watch for air traffic and get information on the airports we were flying into.

We landed on Block Island where I saw this reference book again on the runway. We spent around three hours on the island from touchdown to takeoff. When we arrived back at the airport after spending some time on the island, Erich once again referenced his book as he circled the exterior of the plane. We boarded the plane, went through the checklist once again, started the engine, rode up to the runway, went through another checklist, and took off to Martha's Vineyard.

The flight was shorter than the previous. It was beautiful and smooth. I was becoming more comfortable with the system on the iPad and was able to provide more support to Erich on

this flight as it was a towered airport unlike the previous. We landed, once again did the same checks as at Block Island and were off to spend a few hours in Martha's Vineyard.

Once we arrived back at the airport, the preflight procedure was exactly the same as both times before. We took off without issue and had around a forty-minute smooth flight until Erich noticed the oil pressure gauge had dropped to zero. All other gauges were in the green. We had a short discussion about what was going on. He then noticed that the oil temperature gauge was rising. He asked me to find us the nearest airport. I originally found him an airport around twenty miles in front of us, he said we needed a closer one, I found us one around ten miles to our left.

As this is going on I am noticing the engine sound start changing, it sounded slower in cadence and lower in tune. It wasn't long after I noticed that sound difference that there was a projectile splatter of dark engine oil on the windshield, grey smoke that poured out of the engine and fogged up the windshield, and a complete loss of engine power. Erich and I looked at each other, said a quick prayer, and calmly proceeded. He asked for the radio frequency of the closest airport. I gave it to him. He radioed them an emergency distress. They said they were nine miles away and all runways were open. I remember us flying at about 4,500 ft of elevation. He told the airport that we were not going to make it and asked me to start looking for open fields. There were three on my side of the plane. He chose the closest of those three. We came in impressively smoothly, much more calmly than I would have imagined a plane fly without an engine. I said to Erich that there were power lines on our side of the field which cause him to land deeper into the field. I vividly remember Erich exclaiming, "Brace for impact". We touched down with force. We spun clockwise a full 180 degrees to where we were facing the direction we entered the field from. I forced the door open, and we got out minutes before police, firemen, and EMS were on the scene. We later discovered that when we touched down, we hit a well water test pipe that

hidden in the tall grass directly on the front landing gear. This seemed to be the reason we spun because it deflected to my passenger side and hit the wing which would explain the clockwise rotation. The tracks of the plane's landing gear in the grass before the location of the pipe were extremely and impressively straight and, in my opinion, if we wouldn't have hit that pipe, the plane would have remained on its landing gear and low damage if any would have resulted.

Erich Marschall acted with extreme professionalism throughout this experience to the point that I feel safer now with him in the driver's seat than I ever have.